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CLASSIFICATION CONFIDE [redacted] 25X1

COUNTRY Bulgaria

TOPIC Airfields in Bulgaria

25X1 EVALUATION [redacted] PLACE OBTAINED [redacted] 25X1

DATE OF CONTENT May 1948

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REMARKS

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Dolna Mitropolia.

25X1 1. [redacted] the field of Dolna Mitropolia (B 2/G 34) had an underground fuel storage capacity of about 20 cubic meters. The fuel tank was delivered by the Navy. The exact location of the fuel dump 25X1 is unknown. [redacted] fuel was also stored in about 100 drums in a pit at the southern edge of the village and was guarded by a sentry. The drums were taken to the airfield on two-ton trucks.

2. A workshop for minor repairs was installed in the hangar east of the headquarters building, prior to 9 September 1944. From 30 to 40 mechanics, civilian and military personnel, were employed in the workshop.

3. The landing field can be enlarged in any desired degree toward the southwest. Such expansion work could not be done toward the west or east, the directions in which the wind usually blows, because the airfield is hemmed in by hills on the west. The field is unfavorably located since the surrounding areas are fields and poor terrain. It would be possible to enlarge the field toward the northeast if the Dolna-Mitropolia-Jason road were rerouted.

4. Construction work had not been observed prior to May 1948, although the old airfield installations were in poor condition. The roof of the easternmost hangar once caved in under the load of snow and destroyed eight new IL-2 planes. Runways had not been constructed.

5. The field had a meteorological station, but aerological data were furnished by the meteorological station at Telish (B 2/G 12) airfield. The weather forecasts were transmitted by telephone and radio to Dolna Mitropolia.

Lovech Airfield.

25X1 6. The underground fuel storage capacity of Lovech airfield (B 2/G 50) was 20 cubic meters. The exact location of the fuel dump is unknown. 25X1

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25X1

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but it is believed to be located at the southern edge of the field, near the railroad line, since it was refilled by means of hoses from railroad fuel tank cars. The fuel tank was delivered by the Navy. There were no tank trucks available at the field. The aircraft, which made only factory test flights, were refueled from about 100 drums.

7. The field is not believed to be serviceable for modern aircraft. [redacted] 25X1
25X1 [redacted] the repair facilities at the field have been converted for repair work on tanks. There were no surfaced runways or taxiways at the field, which was very small. There were no lighting facilities for night operations. Night landings were impossible.

Bela Slatina Airfield.

8. The landing field of Bela Slatina (B 2/F 94) airfield was not enlarged after World War II. No reconditioning was done there except for minor grading work. The field had a leveled landing lane with grass cover.

9. There was no fuel dump in existence or under construction at the field prior to May 1948. The field was merely an auxiliary airstrip without any permanent facilities.

Gorna Orechovica Airfield.

10. The Gorna Orechovica (B 3/H 30) airfield had an underground fuel dump of four containers, with a storage capacity of 20 to 40 cubic meters each, and pumping facilities. The exact location of the fuel dump was unknown, but it is believed to be located in the northwestern section of the field, northwest of the hangars. An adequate number of fuel drums was also available. It is believed that fuel trucks have since been delivered by the U.S.S.R. to all major airfields of the country. In May 1948 they had been on order for a long time. The field had no runway but there was a firm grass cover.

Buchovo Airfield.

11. The Buchovo (Buhlar) (B 4/J 11) airfield was an unimproved field and had neither a runway nor any permanent facilities. The field was not guarded.

Varna Airfield (B 6/K-10).

25X1 12. [redacted] the field, [redacted] was used only 25X1
by commercial aircraft for intermediate landings because the old Penerdschik airfield was too small. There were plans to close the Penerdschik airfield altogether and to use the area for industrial purposes. Because it was only an emergency airfield the Penerdschik installation had no fuel dump. A total of about 6,000 liters of gasoline, stored in drums, was available for the two fields.

Baltschik Airfield.

13. The dimensions of Baltschik (B 6/K 32) airfield after its enlargement toward the east and northeast were unknown [redacted] work on the construction of three hangars was started in 1946. No plans for the building of runways were envisaged in May 1948. Whether other buildings, in addition to the three hangars, were constructed is unknown. No information 25X1

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is available on the present status of the hangars. It is not known whether an underground fuel dump exists at the field.

Boschuriste Airfield.

14. The Boschuriste airfield (B 1/L 26) had no concrete runways but only concrete aprons in front of the hangars. [redacted] 25X1
25X1 [redacted] the construction of a runway is urgently required since the field becomes boggy in rainy weather and the aircraft get stuck in the mud.

15. The storage capacity of the underground fuel dump was estimated at 100 cubic meters. The dump, which had facilities for the improvement of the octane rating of the aviation gasoline, is located east of the hangars along the highway.

Sofia Vrazhdebna Airfield.

16. The old runway and the taxiway of the Sofia Vrazhdebna airfield (B 1/L 46) were extended toward the east. The taxiway was extended between the runway and the hangars. There is believed to be an underground fuel dump in addition to an open-air dump consisting of several thousand drums. Details are not available.

Karlovo Airfield.

17. The surface fuel dump of Karlovo (B 2/A 55) airfield originally consisted of three tanks, each 5 to 6 meters in diameter. One of these was destroyed by bombs in 1944. The tanks were on the eastern side of the field near the river.

18. The field had no concrete runway. [redacted] such a runway was not required. The field had gravel subsoil and thus was dry in all weather. The meteorological station of the field is in the administration building. 25X1

Kazanlik Airfield.

19. In 1947, Kazanlik (B 3/B 05) airfield was turned over to the tank unit stationed in the town. Transfer of the airfield facilities was not planned. [redacted] 25X1
[redacted] There were no night lighting facilities.

Stara Zagora Airfield.

20. The field of Stara Zagora (B 13/B 22) was not enlarged, but was improved after the war. It is not known whether there is an underground fuel dump at the field.

21. Except for the radio station reported the field had no other radio aids or DF stations. A meteorological observer but no meteorological station was available. The field was never permanently occupied by an air unit.

Burgas Airfield.

22. No postwar construction work was carried out at the Burgas (B 15/C 73) airfield. The field did not have an underground fuel dump. Only drums with a total storage capacity of about 30 cubic meters were available. The field had neither lighting facilities for night operations nor repair facilities.

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Yambol Airfield (B 14/B 93).

23. The field had a grass cover and no runway. No data are available on the existence of a fuel dump or its storage capacity. The meteorological station was in the administration building. There were no lighting facilities for night operations.

Graf-Ignatievo Airfield.

24. The Graf-Ignatievo airfield (B 12/A 41) had no lighting facilities for night operations. The runway was built in 1941 and 1942.

25. The existence of an underground fuel dump and its storage capacity was unknown [redacted] However, [redacted] the field was used by large aircraft, [redacted] large quantities of fuel were stored there and [redacted] the fuel dump had pumping facilities. 25X1 25X1 25X1

Plovdiv Airfield.

26. The field was provided with facilities for thoroughly overhauling multi-engine aircraft. For this purpose the repair hangar had been equipped with modern machinery, and about 150 technical personnel, both military and civilians, were employed there. The field had no lighting facilities for night operations. *

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